

SEEK RECEIVER FOR SEABOARD

TWO APPLICATIONS MADE YESTERDAY IN VIRGINIA.

Drastic Anti-Railroad Legislation in the South and inability to Raise Money to Meet Maturing Obligations Given as Reasons—Provision for Some Coupons.

RICHMOND, Va., Jan. 1.—Application for the appointment of a receiver for the Seaboard Air Line Railway Company was made in this city to-day to Judge Edmund Waddill of the United States District Court. He decided that in view of the large territory covered by that road it would be advisable that the application should be made to a Federal Circuit Judge.

Judge Peter C. Pritchard of Asheville was accordingly communicated with and an arrangement was made by which a conference was to be held with him to-night in Danville, Va.

The decision to ask for a receiver for the road was reached in Washington yesterday after a conference of several interests. At the Washington conference were Samuel Undermyer of New York, John Skelton Williams of this city, former president of the Seaboard Air Line and representing the minority stockholders; Lancaster Williams, head of the Norfolk Traction Company, and Eppa Hunton of Richmond, counsel for Williams. The conference, or the majority of them, came to Richmond to-day.

Both John Skelton Williams and Randolph Williams refused to discuss the matter when approached on the subject to-night. John Skelton Williams admitted that something was going on, but said that he was not in a position to divulge the nature of it. He suggested that the whole matter would become public property to-morrow.

Leigh R. Watts, general counsel for the Seaboard, it was reported from his home in Portsmouth to-night, had gone south, it is supposed to Danville.

RICHMOND, Va., Jan. 2.—Judge Pritchard's train arrived at Danville at 12:45 this morning. He conferred with Samuel Undermyer and other counsel for the Seaboard interests. The party will leave at 2 o'clock for this city.

BALTIMORE, Jan. 1.—News of the plan to ask for a receivership came as a surprise to the holders of Seaboard securities, of whom there are many in this city. The papers asking for the appointment of receivers will, it is stated, assert that on account of drastic anti-railroad legislation in certain of the Southern States, inability to make prompt collections due to the recent financial depression and heavy expenditures for improvements, the road finds itself unable to meet its obligations.

On Monday a conference was held between some of the officials of the road and local interests, at which the financial condition of the Seaboard was discussed, and at this meeting it was intimated that a receivership would be necessary.

The interest on several issues of underlying bonds of the Seaboard is due to-morrow. Several days ago it was said that the interest on the financial condition of the holders of the extended three year 5 per cent. bonds of the Seaboard Air Line. This committee will probably consist of Messrs. F. S. Hambleton, Fred G. Boyce, Jr., John B. Ramsey, B. N. Baker, A. H. S. Post and Douglas H. Gordon. These gentlemen represent a large majority of the Seaboard three year 5 per cent. bonds, and it is probable that similar committees will be formed to look after the interests of the holders of the Seaboard ten year 5 per cent. bonds and the Seaboard general mortgage 4 per cent. bonds, in which local investors are largely interested.

The head of a Baltimore banking firm largely interested in the financial interests of the Seaboard, it is understood, is said that, as he understood it, the bill would not be filed until to-morrow. He declared, however, that there would be no default in the coupons due to-morrow, but that a New York banking firm had arranged to buy them. It is understood here that S. Davies Warfield of the Continental Trust Company and representative of the Ryan interests, and John Skelton Williams of Richmond, a large holder of Seaboard securities, will be receivers.

In the railroad business the new year was inaugurated by this application for the appointment of receivers for the Seaboard Air Line Railway Company, a corporation with a capital stock of \$62,000,000 and a bonded indebtedness of \$58,000,000 and operating 2,811 miles of road extending between Washington and Norfolk to Atlanta and Tampa.

The anti-corporation crusade in North Carolina has resulted in very radical action against the railroads and in other States of the South has shown itself in laws for the reduction of traffic rates. The company's earnings as a result of these enactments and general depression in the business and financial world, have fallen off greatly in the past few months. The directors of the company have had several meetings in this city in the past few days and have discussed plans for carrying the company through its difficulties.

Blair & Co. and Ladenburg, Threlmann & Co., bankers of this city, both of whom have acted as fiscal agents for the Seaboard, gave out a statement yesterday in which they offered to pay interest coupons due January 1 on the bonds of various of the subsidiary companies and equipment trusts and equipment bonds of the Seaboard Air Line Railway Company maturing yesterday or to-day. The offer was made after a long conference between representatives of the banking houses and Seaboard interests yesterday afternoon.

"In view of the impending defaults by various subsidiary companies in payment of interest on bonds," the statement of the bankers says, "and in order that the integrity of the Seaboard Air Line Railway system may be maintained pending an opportunity for the formulation of proper plans for the adjustment of its affairs the undersigned offer to purchase the following coupons:

Seaboard and Roanoke Railroad Company first mortgage 5 per cent. bonds, Raleigh and Gaston Railroad Company,

OUR DIFFERENCES WITH JAPAN

COOLIE IMMIGRATION AT PACIFIC PORTS INCREASING.

Secretary Root So Informs Japan and Asks That More Drastic Measures Be Taken to Prevent It—Japan's Response Believed to Satisfy This Government.

WASHINGTON, Jan. 1.—Through the American Ambassador in Tokio the Japanese Government has sent a response to the United States to certain suggestions made recently by Secretary Root as a basis for bringing about an amicable settlement of the differences between the two countries.

The suggestions made by Secretary Root are understood to be the outgrowth of reports to the immigration bureau that, in spite of the agreement between Japan and the United States by which Japan was to restrict its coolie immigration to continental America, more Japanese coolies were entering the United States than ever before.

The Japanese Government is extremely anxious that the United States Congress shall not pass a bill excluding Japanese coolie immigration. It is quite as anxious that the proposed restrictive measures shall be entrusted to Japan more than to the United States for execution. According to the understanding here, this Government is making known to Japan that Japanese coolies were entering Pacific Coast ports in rapidly increasing numbers made a diplomatic expression of opinion that a continuation of this state of affairs might result in drastic action by the congress which would be regretted by the Federal authorities. There is reason to believe that this suggestion has borne fruit, and that Japan, in its answer to the American note on the subject, has indicated an intention to put into effect immediately positive measures for preventing Japanese coolies from entering the United States.

There are, of course, several matters of difference between the two Governments which will require considerable exchange of views to obtain adjustment, but it is said that the exchanges are being conducted in a most amicable manner, and that everything appears to be favorable for a settlement.

The tentative agreement entered into between the United States and Japan for the restriction of Japanese coolie immigration into the United States provided that the Japanese Government should issue emigration passports to native laborers to possessions of the United States which were outside the continental boundaries. There was no objection under this agreement—in fact it was so provided—for the issue of passports to coolies to leave Japan for the purpose of entering Hawaii, the Philippines, Alaska and the Canal Zone. But these passports would not permit such coolies to enter the continental limits of the United States.

Japanese coolies continued to arrive at San Francisco and other Pacific Coast ports in increasing numbers and complaint was made to the United States Government that the Japanese Government was apparently not operating successfully. To this Japan responded in effect with the question: Why don't you exclude all those Japanese who do not have passports to enter your continental limits? Apparently, however, the United States was not satisfied with this answer.

While there is no authority for the statement, it is believed that many of the Japanese coolies bore passports which enabled them to enter this country, but if this is so there has been no charge of bad faith against Japan, and there is no reason to believe that the United States Government was of the opinion that Japan was not endeavoring to live up to the spirit and letter of her agreement. The fact remains, however, that many Japanese coolies were getting into the United States, and it was with a view to finding a more effective means of stopping them that the United States Government addressed the communication to Japan which has just been answered by that Government.

The \$58,000,000 bonded debt of the main railway company is divided into three classes. The interest on none of the bonds matures this month nor is there due the principal of any of them. Last January the company sold, in addition to the \$58,000,000 then outstanding, \$7,300,000 collateral trust three year gold five. A semi-annual installment of interest on these is due on February 1st to the Morton Trust Company. There are, however, payments due to-day on gold equipment bonds and equipment trust certificates, as well as on bonds of subsidiary companies.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

OUR DIFFERENCES WITH JAPAN

COOLIE IMMIGRATION AT PACIFIC PORTS INCREASING.

Secretary Root So Informs Japan and Asks That More Drastic Measures Be Taken to Prevent It—Japan's Response Believed to Satisfy This Government.

WASHINGTON, Jan. 1.—Through the American Ambassador in Tokio the Japanese Government has sent a response to the United States to certain suggestions made recently by Secretary Root as a basis for bringing about an amicable settlement of the differences between the two countries.

The suggestions made by Secretary Root are understood to be the outgrowth of reports to the immigration bureau that, in spite of the agreement between Japan and the United States by which Japan was to restrict its coolie immigration to continental America, more Japanese coolies were entering the United States than ever before.

The Japanese Government is extremely anxious that the United States Congress shall not pass a bill excluding Japanese coolie immigration. It is quite as anxious that the proposed restrictive measures shall be entrusted to Japan more than to the United States for execution. According to the understanding here, this Government is making known to Japan that Japanese coolies were entering Pacific Coast ports in rapidly increasing numbers made a diplomatic expression of opinion that a continuation of this state of affairs might result in drastic action by the congress which would be regretted by the Federal authorities. There is reason to believe that this suggestion has borne fruit, and that Japan, in its answer to the American note on the subject, has indicated an intention to put into effect immediately positive measures for preventing Japanese coolies from entering the United States.

There are, of course, several matters of difference between the two Governments which will require considerable exchange of views to obtain adjustment, but it is said that the exchanges are being conducted in a most amicable manner, and that everything appears to be favorable for a settlement.

The tentative agreement entered into between the United States and Japan for the restriction of Japanese coolie immigration into the United States provided that the Japanese Government should issue emigration passports to native laborers to possessions of the United States which were outside the continental boundaries. There was no objection under this agreement—in fact it was so provided—for the issue of passports to coolies to leave Japan for the purpose of entering Hawaii, the Philippines, Alaska and the Canal Zone. But these passports would not permit such coolies to enter the continental limits of the United States.

Japanese coolies continued to arrive at San Francisco and other Pacific Coast ports in increasing numbers and complaint was made to the United States Government that the Japanese Government was apparently not operating successfully. To this Japan responded in effect with the question: Why don't you exclude all those Japanese who do not have passports to enter your continental limits? Apparently, however, the United States was not satisfied with this answer.

While there is no authority for the statement, it is believed that many of the Japanese coolies bore passports which enabled them to enter this country, but if this is so there has been no charge of bad faith against Japan, and there is no reason to believe that the United States Government was of the opinion that Japan was not endeavoring to live up to the spirit and letter of her agreement. The fact remains, however, that many Japanese coolies were getting into the United States, and it was with a view to finding a more effective means of stopping them that the United States Government addressed the communication to Japan which has just been answered by that Government.

The \$58,000,000 bonded debt of the main railway company is divided into three classes. The interest on none of the bonds matures this month nor is there due the principal of any of them. Last January the company sold, in addition to the \$58,000,000 then outstanding, \$7,300,000 collateral trust three year gold five. A semi-annual installment of interest on these is due on February 1st to the Morton Trust Company. There are, however, payments due to-day on gold equipment bonds and equipment trust certificates, as well as on bonds of subsidiary companies.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

The Seaboard Company has paid dividends only on its first preferred stock since the organization of the company. This stock is 5 per cent. non-cumulative until 1910, thereafter cumulative. Dividends were paid in July, 1906, and January and July, 1907. If the \$67,000,000 stock of the Seaboard Air Line Railway Company, there is outstanding \$25,000,000 preferred and \$137,500,000 common. The preferred stock is entitled to 4 per cent. non-cumulative dividends, after which the common is entitled to 4 per cent. No dividends have as yet been paid.

Be classes of stock are deposited in a voting trust until 1910. The trustees are: John Skelton Williams, Thomas F. Ryan, James A. Blair, T. Jefferson Colledge, Jr., Boston; Thomas F. Ryan, Oak Ridge, Va.; Townsend Scott, S. Davies Warfield, Baltimore, C. Sidney Shepard, New Haven; George W. Watts, Durham, N. C.; James H. Dooley, Richmond; W. A. Garrett, Norfolk; Norman B. Beam, Chicago. The railway company is a Virginia corporation and its general offices are in Portsmouth, Va.

A. P. MITCHELL DEAD OF GAS

He Is Supposed to Have Lost Money by Failure of Clarence Firm.

Archibald P. Mitchell, a cigarette manufacturer, was found dead in his apartment, 350 West Seventy-first street, at 12:30 yesterday afternoon by Martha Johnson, a servant, who went to call him for luncheon. The body, fully dressed, lay face downward on the bed. Gas poured into the room from four open jets. The windows were closed.

The police of the West Sixty-eighth street station after an investigation reported that Mr. Mitchell had committed suicide. Detectives learned that he was last seen alive by James Sullivan, a hall-boy, at 11 o'clock yesterday morning.

His wife, the police were told, had not been home the night before and he was not until 3 o'clock in the afternoon that she heard of the death of her husband. She immediately drove to her apartment accompanied by Mrs. Dorothy Einstein, Lillian Russell's daughter. Mrs. Mitchell was too prostrated to talk and the police were unable to get from her anything that would shed any light on her husband's motive.

Detectives learned, however, that Mitchell and his wife had quarreled a few days ago, but Mrs. Einstein denied that there had been any trouble between them. She said that Mrs. Mitchell had gone to the theatre with her maid the night before, leaving her husband at home. After the performance Mrs. Mitchell went to Mrs. Einstein's apartments and remained there until she got the news of her husband's death.

Mitchell had been associated with William Camp in the manufacture of cigarettes on West Forty-fourth street. The concern failed a month ago and it is understood that Mitchell lost heavily. His friends attribute his act to the loss.

Mrs. Einstein said that Mrs. Mitchell before her marriage was Augusta Herne, daughter of a candidate for the Governorship of West Virginia. She once enjoyed a large income from her father, but she incurred his displeasure a year and a half ago and it was cut off. Her home, Mrs. Einstein said, was in Wheeling, W. Va.

Coroner Shady and Coroner's Physician Schultz made an investigation and said it was obviously a case of suicide.

CUNARDERS TWICE A WEEK.

Steamers to Sail Wednesdays and Saturdays to and from Liverpool.
Special Cable Despatch to The Sun.

LONDON, Jan. 1.—After March 25 the Cunard Line steamers will sail on Wednesdays in addition to Saturdays. All the steamers will continue to sail to and from Liverpool.

The Lusitania and Mauretania will start an hour earlier than heretofore.

WILL HAVE PRIMARIES IN OHIO.

Voters to Decide Between the Aspirations of Taft and Foraker.

COLUMBUS, Ohio, Jan. 1.—The Ohio Republican State committee to-morrow will issue a call for a State convention to meet in the first or second week of February, delegates to which shall be elected by primaries to be held throughout the State on the same day, the ballots to bear at the heads of their three columns the words "Taft," "Foraker," and "unpledged."

This is the declaration made to-night by leaders of Secretary Taft's Presidential campaign, and they speak with confidence, inasmuch as the State committee already is pledged in overwhelming majority to the wishes of Secretary Taft. The vote to-morrow is to be heavier for the Taft programme than the vote, 16 to 5, by which the War Secretary's Presidential candidacy was endorsed by the committee. It is asserted to-night.

Foraker leaders who, despite Secretary Foraker's plea that a primary be held to test the sentiment of Ohio voters as between himself and the Secretary, have been opposing the primary idea insist to-night that the State committee will give authority in the five big city counties to the local committees to authorize selection of delegates by ward primaries.

The Foraker leaders assert that such a rule would give them a chance to split many delegations. Taft leaders say the committee will provide absolutely that delegates shall be chosen by vote of the counties as a whole and they point to their control of the committee as proof that they can have what they want.

ROMANCE FROM HOLLAND.

The Stendam Brings Jacobs Zonderland to Be Married.

When the Holland-America Line steamship Stendam docked at Hoboken last evening it brought Jacobs Maria Zonderland, a pretty little girl, who came to this country to join Elias Sijms, Jr., 22 years old, a mechanical engineer of Schenectady, N. Y.

They went to the Amstel Hotel at 330 Hudson street and told the proprietor, David Van Wyk, their story.

While a student, Sijms said, he fell in love with the girl, who was then betrothed. His father objected to the marriage. She agreed to join him in this country as soon as he had established a home here. He sailed four months ago and three days after his arrival he got a good place in Schenectady. He recently wrote to his sweetheart in Delft that he was ready to receive her.

In the office of Frank H. O'Keefe, Justice of the Peace, at 61 First street, the marriage was performed, Van Wyk translating the marriage form to the bride.

TROLLEY FRANCHISE MENACED

NEW HAVEN ROAD ASKED ABOUT WESTCHESTER LINES.

Board of Estimate's Information Is That Construction Has Been Stopped and the New Haven Is in Control—Reply From President Mellen Due To-day.

The Board of Estimate has practically threatened to revoke the franchises granted to the New York and Port Chester and the New York, Westchester and Boston railroad companies for the building of an electric railroad system between this city and Connecticut unless some satisfactory explanation is given by the New York and New Haven railroad company for the stopping of all work on the new line for over a year past.

According to a statement made yesterday by Chief Engineer Nelson P. Lewis of the Board of Estimate the New Haven company owns the controlling interest in both companies and acquired it for the purpose of preventing competition in the territory it covers between Harlem and the Connecticut border.

In the early part of 1903 W. C. Gotshall, on behalf of the Port Chester company, asked for a franchise to build an electric line from Harlem to the city's boundary line. Little Tim Sullivan opposed the granting of the application and later another company, the Westchester concern, made a similar application.

Each company had so many advocates in the board that neither could get the necessary number of votes. After an investigation into bribery charges the board gave franchises to both companies and the next development was the selling out of the Port Chester to the Westchester. One of the terms of the franchise was that the company must spend at least \$1,000,000 in constructive work or forfeit the franchise.

On January 1, 1906, the Board of Estimate made an inquiry to determine whether the company had lived up to its contract, and on the plea that the company had spent more than a million dollars on plant and materials decided not to enforce the revoking clause. Since then, according to Mr. Lewis, the company has apparently done no constructive work. Mr. Lewis has found that the stock is held by a holding company and that the control of this holding company is held by the New Haven railroad.

"So confident of this fact am I," Mr. Lewis said yesterday, "that, obeying instructions given to me by the Board of Estimate, I wrote to the New Haven company asking if the company intended to go ahead with the building of the electric road. The resolution passed by the board directed that the company should send in its reply on or before January 1. The meaning of the resolution was that if the company did not comply with the directions of the resolution the franchise granted to the Port Chester and Westchester companies would be revoked."

Yesterday afternoon President Mellen of the New Haven road telephoned to Mr. Lewis that the company's reply to the board's resolution had been mailed too late for delivery within the time stipulated but that it would reach the Mayor this morning.

NEW HAVEN, Conn., Jan. 1.—President Mellen of the New Haven road said to-night that he had heard of any threat on the part of the New York city authorities or any other officials to revoke the trolley franchises. To-day, on request, he filed with the New York Board of Estimate an enrollment of this property.

BIBLE FINDS GENUINE.

Prof. Sanders Replies to Doubting Ministers—Unedited Bible Readings.

DETROIT, Jan. 1.—Prof. Henry A. Sanders of Michigan University made a hot retort to-day to certain ministers who have cast doubts upon the authenticity of the newly found Biblical writings recently brought from Egypt by Charles L. Freer.

"They simply don't know what they are talking about," he said. The principal trouble with all these Biblical writings is that they have been edited by students of the gospel, and other scholars and antiquarians have not a single pure original to examine. The principal value of the new version I quoted is in that it shows that the writings Mr. Freer has were not subject to the influence through which most other Biblical writings have passed.

"The passage which has excited the most comment. The limit of the years of the power of Satan has been fulfilled," is in reality the least important part of the discovery of this new version. The important part is that it suggests the strong probability that in further translations we shall be able to find other verses to give us a true line on Biblical writings in the original and before Biblical students edited them.

"Prof. Hogarth of the British Museum recommended that the British Museum purchase the same volumes which Mr. Freer brought over, and the observation was made at any time as to their genuineness."

"There are between 300 and 400 pages to this work, and it must have taken the writer many months to complete it. It is a remarkable exhibition of penmanship of the period. Every letter is separate."

MAN IN THE DUMBWAITER.

Came New Year's Calling on H. Wenzel and Was Literally Harpooned.

H. Wenzel's family was considerably upset last evening by a man rolling out of the dumbwaiter with the observation that he'd "come to pay a New Year's call." H. Wenzel lives on the top floor of a five story apartment house at 133 West Eighty-third street, and the mysterious stranger had come all the way up hand over hand. H. Wenzel undertook to throw him down again heels over head down the dumbwaiter shaft. The dumbwaiter, with the stranger aboard, had got stuck on the second floor, and H. Wenzel busily was throwing all the loose dippers and tea kettles and saucers at his head.

When the bombardment got too hot the stranger crawled into the second floor apartment, slipped down the fire escape, escaped the back fence and fled.

DEWEY'S OLD PORT FOR THE GRIPPE.

It prevents any and after effects.

H. T. Dewey & Sons Co., 125 Fulton St., New York.

TO LAUNCH HUGHES BOOM.

Report That His Friends Will Confer To-day in Albany.

ALBANY, Jan. 1.—It was reported to-night that political friends of Gov. Hughes would confer here to-morrow with a view of suggesting a plan to launch the Hughes boom for President in this State.

The names of Senators Page and Travis and Superintendent of the Metropolitan Elections District William Leary were mentioned in connection with the reported conference.

Gov. Hughes has not yet acted on the charges filed with him upon which a request for Mr. Leary's removal from office is based. Robert S. Fuller, the Governor's secretary, said to-night that he had heard of such a reported conference, but that the Governor had no knowledge of it.

CECILIA LOFTUS OPERATED ON.